

## NEW HIGHWAY REGULATIONS

### Pedestrians Must Keep to the Left-hand Side of Road—Heavy Tracked Vehicles cannot be Driven Over State Highways.

Raleigh, Aug. 23.—Within the next fortnight 20,000 posters and 50,000 pamphlets, outlining a new series of state highway regulations passed by the state highway commission at meeting July 30 under and by virtue of authorization given it by the last general assembly, will be sent out over the state, the posters to be put up in conspicuous places and the pamphlets to be distributed among inhabitants of the state, it was announced at the highway commission's offices today.

It means that the people using North Carolina's roads will have to acquaint themselves with over a score of new road laws, which were supposed to have gone into effect last July 15 but which are not generally known to the public as yet.

The new regulations are designed to prevent abuse of the state roads and to give better protection to users of the roads. Under section 10, chapter 160, public laws, session of the general assembly of 1923, the state highway commission is authorized to ordain certain regulations it deems necessary in regard to state roads.

Prominent among the new regulations in one requiring pedestrians walking on the highways to keep on the left hand side of the road. Other noticeable regulations are several making it unlawful to drive certain tracked vehicles over the highways built and maintained by the state. Violations of the regulations are classed as misdemeanors.

The new regulations follow:

"Section 1. No houses or other structure or substance weighing in excess of ten (10) tons shall be moved on or over the state highway, except by special and written permission of the commission.

"Section 2. No lumber, logs, cord wood, or other material shall be placed upon the pavement roadway or shoulders of the state highway, nor shall any material be placed in any manner thereon that will interfere with the drainage of the highway or the maintenance thereof.

"Section 3. It shall be unlawful for any machine, engine or contrivance whatsoever, to move upon any state highway or bridge thereof which has a flange, rib, clamp, or other object attached to its wheels or made a part thereof and which is likely to bruise, injure or mutilate the surface of such road or bridge without written permission first obtained from the commission. This section shall not be construed to prohibit tire chains of reasonable proportions on vehicles when required for safety and arising from conditions tending to cause such vehicle to slide or skid.

"Section 4. No persons shall throw or place or cause to be thrown or placed upon any highway or bridge any tracks, nails, wire scrap, metal, glass, crockery, or other substance injurious to the feet of persons or animals or to tires or wheels of vehicle. Whosoever accidentally or by reason of an accident, drops from his hand or a vehicle any such substance on any highway or bridge shall forthwith make all reasonable efforts to clear such highway or bridge of the same.

"Section 5. No logs, ground sleds or other objects shall be dragged along or across any portion of the state highway without permission of the commission.

"Section 6. No truck or other vehicle shall be operated on the state highway when the tires of which are worn to an extent to cause damage to the highways because of any defective or worn conditions.

"Section 7. No log cart, or other similar vehicle using a tire of less width than four inches shall be permitted at any time on the state highway without first obtaining permission in writing from the commission. And no person shall be permitted to transport discs, or other types of barrows, on the state highway unless ample protection is made to prevent the teeth from cutting or otherwise mutilating the road surface.

"Section 8. No vehicle shall be operated upon the state highway with two wheels on the edge of the hard surface of any highway, and the opposite wheels on the shoulders thereof, for the purpose of retarding the speed of such vehicle. All vehicles shall be provided with sufficient brakes.

"Section 9. No motor truck or other

vehicle shall be loaded on any road while standing on the roadway and while and in a manner to interfere with the traffic thereon and the maintenance thereof.

"Section 10. No motor vehicle, shall remain on the roadway while being served by a filling station, garage or other service station.

"Section 11. It shall be unlawful to repair any motor or other vehicle on the surfaced way of any roadway and in a manner which may impede or otherwise interfere with traffic or maintenance of the highway.

"Section 12. No vehicle or other obstruction whatsoever shall be left standing in the roadway at night unless the same shall be protected by proper light or lights on the same and no disabled vehicle shall be left standing on the highway for a longer period than 10 hours.

"Section 13. It shall be unlawful for the driver of any motor or other vehicle to bring the same to a standstill side by side on the roadway, nor shall any two cars be parked in a manner that will impede or otherwise interfere with traffic upon the highway or hinder or otherwise interfere with the maintenance thereof.

"Section 14. No advertising signs shall be erected on the highway or right of way thereof so as to obstruct the vision or otherwise increase the hazard and all signs shall be placed in a manner to be approved by the commission.

"Section 15. No person shall remove, injure or tamper with any sign placed by the authorities of the commission or by any officer or agent acting under its direction, nor shall any person operate any vehicle over any highway or bridge which is lawfully closed for construction or repairs, and contrary to posted notices, whether the work thereon is being done by the state or by contractor, unless permit to pass it expressly granted by some person in charge of the work.

"Section 16. The commission may designate any portion of the State highway as a light traffic highway and restrict the weight carried thereon to such a limit as it may deem proper, figuring on the basis of a given number of pounds per inch width of tire per wheel, or otherwise. Such roads shall be indicated by proper marks and it shall be unlawful, except by special written permission of the commission, to carry any greater weight upon the state highway so designated than that so prescribed and shown on the road signs.

"Section 17. No vehicle, engine, contrivance, or other object of whatever character shall be moved upon or over any highway or bridge upon wheels, rollers or otherwise in excess of the weights prescribed for said light traffic roads without first obtaining written permission from the commission.

"Section 18. No motor or other vehicle having an overall width of more than 96 inches shall be operated on the state highway, unless by special and written permission of the commission.

"Section 19. No private drive or roadway shall be constructed to intersect any portion of the state highway unless adequate drainage shall be provided and in a manner to be approved by the commission.

"Section 20. It shall be unlawful for any person to use any part of the road as a turn-out, nor shall any person be permitted to plow within the right of way.

"Section 21. No fence or other object shall be erected on the right of way of the state highway and in a manner that will interfere with the drainage or the maintenance thereof, nor in a manner tending to increase the hazard thereof.

"Section 22. No material of whatsoever kind shall be placed in the ditches paralleling the state highway and in a manner that will interfere with the drainage thereof, and no person shall divert or cause to be diverted water into the road ditches and in a manner which may interfere with the drainage of the state highways or in a manner to cause damage thereto.

"Section 23. No railroad, tram road or other road using rail of whatever character, shall construct a track across any portion of the state highway system unless special permit is granted in writing by the chairman of the commission.

"Section 24. Whoever operates a motor vehicle at the intersection highways must keep to the right of the intersection of the center lines of the traveled part of such ways when turning to the left, except when traffic officers otherwise direct.

"Section 25. No cars or other vehi-

cles shall be permitted to park on bridges or fills constituting any part of the state highway system.

"Section 26. No person shall drive through any school zone, or other danger zone designated on the state highway at a greater rate of speed than that designated upon such zone signs.

"Section 27. No vehicle shall be driven at a greater rate of speed than 10 miles an hour while crossing any wooden or steel bridge or bridges where warning sign is displayed, having a greater span than 20 feet.

"Section 28. All rural mail boxes shall be so placed as not to interfere with traffic or maintenance of the state highway.

"Section 29. Pedestrians walking on highways shall keep on the left hand side of the road.

"Any violation of the foregoing rules, regulations and ordinances, shall constitute a misdemeanor and be punishable as provided by statute.

"Section 31. That the foregoing ordinances shall be in full force and effect from and after July 15, 1923. Duly read, approved and ratified this 30th day of June, 1923.

### Cannot Rent To Son to Evade Contract

Raleigh, Aug. 11.—A complete legal victory was won by the tobacco growers cooperative association in South Carolina today, when Judge Shipp in the courthouse at Florence upheld the association in all points in its first injunction hearing in that state and continued the injunction against W. M. Venters and his adult son, preventing them from further deliveries of their 1923 crop outside of their own association.

Today's case in Florence was an important legal advance for the cooperatives of South Carolina, both as the first injunction case to come to trial and because Venters, who is a member of the association claimed to have rented his land for five hundred dollars to his son who is a non member. Both are now enjoined from delivering tobacco outside of the association and the contention of the cooperative officials that all tobacco of landlord members that is grown upon their lands must be delivered to the co-operative floors is strongly upheld in the South Carolina court. Members of the tobacco growers co-operative associations, both in eastern North Carolina and the old belt, will hold a series of rallies next week, at which officials of the association will address tobacco farmers in six counties.

### Letters Carried Across U. S. in 27 Hours

Hemstead, N. Y., Aug. 24.—When the airplane piloted by Westley L. Smith with mail from San Francisco, came out of the sky and alighted on Hazelhurst field today, the most hopeful dreams of officials of the United States airmail service were more than realized.

Not only had the record for the temporary New York-San Francisco test mail flights been broken but the continent was spanned in 36 minutes less time than that consumed in the historic non-stop transcontinental flight last May by the army flyers, Kelly and MacCreedy.

Pilot Smith's craft brought mail that had left San Francisco but 27 hours and 14 minutes earlier. Never before had mail crossed the country so quickly. Allowing for the 60 minutes used in transferring the mail at the six places where stops were made, the actual flying time in the relay flight was 26 hours and 14 minutes. The best previous time in the present test flights was 27 hours and 21 minutes.

The time for the Kelly-MacCreedy nonstop flight from New York to San Diego was 26 hours and 50 minutes. The mail fliers covered 2,690 miles, while the army aviators traveled but 2,560 miles.

To Pilot Smith goes the credit for achieving one of the most notable jumps of the test flights thus far. He winged the 435 miles from Cleveland to New York in three hours and 26 minutes, averaging 125 miles an hour. Flying 10,000 feet up he suffered considerably from the cold.

Having arranged a schedule allowing 30 hours and 15 minutes for the test flights from San Francisco to New York, air mail officials here were elated over the showing already made. The flights have been so uniformly successful that they have brought forth the congratulations of the postoffice department and already plans are afoot to make the service permanent.

## TOBACCO ASSOCIATION WINS IN COURT

### Charges of Fraud Against Co-operative Come to Naught With Order

Greenville, N. C., Aug. 25.—A signal victory was won by the tobacco growers' cooperative association at the hands of a Pitt county jury here today when the association was completely vindicated from the charges of fraud which G. H. Pittman, large farmer and time merchant had brought against it in a suit for recovery of his contract, which has packed the Greenville courthouse and engaged the largest array of counsel seen in any civil case for many years at that point in a bitter legal battle for the past six days.

Much more than the verdict of the jury in the Pittman case is at stake in today's victory of the organized tobacco farmers as more than a hundred eastern Carolina have been instituted and the complete vindication of the methods of management of the big cooperative this week, when its officials laid its cards face up before a Pitt county jury, represents a solid gain for the association.

Judge Lloyd Horton, of the superior court, presiding, gave the case to the jury today on two counts, namely, as to whether the tobacco association had signed up fifty per cent of the tobacco of the Carolinas and Virginia by January first, 1922, and secondly as to whether the contract of the plaintiff had been fraudulently obtained.

The jury in vindicating the association of the charges of fraud, gave its opinion that the association had not obtained fifty per cent of the tobacco production in the three states by January, 1922. Judge Horton set aside this verdict, however, doing so on a point of law.

The complete airing of the association's affairs even to the salaries of its officials and detailed matters of management proved a valuable vindication of its policies when numbers of its highest officials including Richard H. Patterson, its leaf manager, and formerly director of the leaf department of the American Tobacco company, was called to the stand.

Dr. B. W. Kilgore, director of extension work for North Carolina, Dr. Clarence Poe and Dr. J. Y. Joyner were among the prominent North Carolinians who testified in behalf of the tobacco growers co-operative association.

Dr. Kilgore, who was attacked for using employees of the state extension division to aid the co-operative movement declared that he is convinced by what has happened that he acted for the best interests of the farmers of the state in using the men employed in his department for the work of organizing the tobacco and cotton associations. Dr. Kilgore asserted that while cotton and tobacco are bringing good prices wheat is selling below the cost of production and pointed to co-operative marketing as the cause for the betterment of the conditions among Carolina farmers.

"I regard the movement as the greatest opportunity for leadership and service that has ever come to me," declared Dr. Kilgore, and pointed out that his position is supported by officials of the state of North Carolina, the United States government and the state college of agriculture by whom he is jointly employed.

James H. Pou, of Raleigh, who did much of the pleading for the association scored heavily when he drew the admission from witnesses of the plaintiff who were also suing the association for return of their contracts, that they not only did not read their contracts but that they also had not read their sworn complaints in their suits against the association and had no knowledge of their contents several of them not knowing what lawyers dictated them.

Interest in the trial has been heightened throughout by the fact that the plaintiff succeeded in fighting the issue in Pitt county where there is probably more opposition to the tobacco co-operative than at any point in the states of Virginia, North and South Carolina where it operates on the eve of the opening of the auction warehouses.

The plaintiff gave notice of an appeal to the supreme court where the case will come up next February although the association has already won on the point of constitutionality which was submitted to the supreme court some months ago and its members are confident that Judge Horton's judgment today will be sustained.

## REGISTER ALL MOTORS AFTER OCTOBER FIRST

### Registration Law of North Carolina Goes into Effect On That Date.

Raleigh, Aug. 23.—What is considered by many officials and officers of the state and also by thousands of automobile owners as one of the most important laws passed by the last general assembly—the motor vehicle title registration act—goes into effect October 1.

In view of this law, automobile theft insurance officials already have announced that they will reduce their rates 10 per cent, and, according to the secretary of state, in whose hands rest the enforcement of the law, they have assured that further automobile theft insurance rate reductions will be made later in accordance with the effectiveness of the new act.

Registration of all automobiles and other motor vehicles, including trucks and motorcycles, by their manufacturers' and engine numbers, is required by the new law, which also makes it unlawful for a person to operate a car on or after October 1 unless registration has been made or applied for.

An automobile must be registered just like a piece of real property; the owner must have a title to it.

Provisions are made for transferring automobiles titles in a much simpler manner than the transferring of titles to realty holdings. Special provisions are made for automobile dealers, new and second hand.

It was said at the time the act was presented in bill form to the legislature that out of the more than 200,000 motor vehicles in North Carolina over 7,000 were stolen and that the majority of the operators of these automobiles were ignorant of the fact, they not knowing at the time of purchase that they were buying stolen property. The majority of these automobiles bear no manufacturers' or engine numbers, it was said. This is a problem, says the secretary of state, for which a solution must be found in the very near future. There is no way to fine the rightful owners of these thousands of automobiles and yet clear titles cannot be given their present operators, he said. The secretary said he thought he probably would arrange to give temporary certificates of registration in such instances. However he did not commit himself to this plan.

Registration blanks soon will be mailed automobile owners accompanied by copies of the new act. The registration blanks must be filled out and mailed to the secretary of state with the nominal license fee required. The money derived from the fees will be deposited to a special fund, part of which may be used in maintaining a corps of deputies authorized with police powers to enforce the new act and other traffic regulations.

## Thousands of Vets Headed for Norfolk

Norfolk, Aug. 24.—Representatives from every state in the union; the District of Columbia, South Africa, Panama, England, France and Italy will be in Norfolk next week for the 24th annual encampment of the Veterans of Foreign Wars, the fourth annual reunion of the veterans of the 80th division, the annual jollification of the veterans of the "Rock of the Marne" regiment of the 38th infantry brigade and the first annual meeting of the National Military Order of Cooties.

In addition to the three major organizations and their subsidiary organization of the Cooties, an auxiliary of the Veterans of Foreign wars will be in session. Major General Adelbert Cronkhite, who organized the 80th division at Camp Lee, and who led the men through every skirmish and every battle on foreign soil and then brought them back for demobilization, will be one of the high ranking officers in attendance.

Brigadier General Lloyd M. Brett, president of the Blue Ridge division veterans association and former commander of the 181st infantry brigade, has wired from his Pittsburgh home that more than 3,000 men would come from Pennsylvania to attend the gathering of former fighting men.

Late tomorrow, four battleships from the Atlantic squadron will drop anchor in Hampton Roads as the naval escort to the gathering. The North Dakota, the Delaware, the Florida and the Arkansas, will join the 16 destroyers already here to make the city take on more of a wartime atmosphere.

## JUST SWAPPING CROPS IS NOT DIVERSIFICATION

### Diversification Means Horticulture, Livestock, Forestry and so Forth.

Raleigh, Aug. 24.—A thorough knowledge of how to employ the proper methods of crop diversification constitutes the farmer's chief basis for success, according to J. P. Pillsbury, professor of horticulture of the North Carolina experimental station at State college here.

"A few years ago in Catawba county, widely known for its dairying, a farm survey was made," the horticulturist said, "and in the course of that survey it was noted that the operators of 50 small farms had an average yearly labor income of \$125. In looking over the figures from which this average was derived it was noted that two of these farmers made much more, one over \$800 and the other over \$1,600.

"A glance at the records disclosed the fact that the first was growing strawberries and marketing them in neighboring mill villages, while the other was growing nursery stock. Not considering these two farmers, it was discovered that the remaining 48, who were growing corn, cotton and other general farm crops, only received a net return of \$53 for their labor. It would seem that more of these small farms should have been utilized in growing horticultural crops, and that, as nearly always is the case in dairy sections, the county as a whole should have turned its attention to its horticultural possibilities as well.

"This instance is not cited with the idea of advising that all these farmers should have changed their farms, as to crops and specialized in growing strawberries and nursery stock. An exchange of one or more crops for one or more different crops is not diversification, and the horticulturist must practice to the highest type of diversification to insure his success."

Diversification, he explained, has an entirely different meaning. It not only means the growing of a variety of fruits and vegetables and other crops, but also the keeping of some livestock of various kinds, the producing of food for the farmer and his family, the growing of timber in order to insure a supply of wood, and the surrounding of his home with plants and flowers to make his home attractive and his home life happier.

"The point is," he said, "that with the horticulturist his horticultural specialty is merely dominant and occupies the position of his chief interest. The other things are added to his stock of interests to make his specialty secure. He finds it not only economically necessary, but profitable in many ways."

The farmer must get rid of the idea that this is an age of specialists, he declared, explaining that as far as he is concerned it is not, except in large corporations, educational institutions and in some cases extensive farming operations.

"It still takes an all-round man," Mr. Pillsbury said he believed, "to run a farm, and the smaller the farm, the bigger the man must be in his knowledge of agricultural principles, such as soil and other natural elements, the kinds and varieties of crops that he can grow to advantage and of the means and expedients best adapted to his needs for diversification in his particular situation and of how to utilize his products to the best advantage. Farms are becoming smaller and smaller every day by subdivision and the day of the garden type of farming, as carried on in the older countries, is not far away."

Evangelist Walter Holcomb, by invitation of Bishop H. A. Boaz, will go to Japan, Korea and Manchuria where in co-operation with the bishop, he will conduct evangelistic services. This is the second such trip by this experienced evangelist. The last year was spent in Europe with Bishop Beauchamp. When one considers that the evangelist must speak through an interpreter and that great success has attended his labors, the needs of the field and the response of the people may be well understood.—St. Louis Christian Advocate.

## NOTICE

Having qualified as Administrator on the estate of John W. Venable decd. all persons holding claims against said estate are hereby notified to present the same to the undersigned within 12 months from date of this notice will be pleaded in bar of recovery. Also all persons owing said estate will please make immediate settlement. This the 5th day of August, 1923. J. R. VENABLE, Administrator.